

The State CSBG Director's Digest

May 18, 2010

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NASCSP's Mission:

"Building capacity in States to respond to poverty issues."

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The State CSBG Director's Digest is a daily publication that brings you timely information about funding opportunities, resources, events, and publications that may be of interest to the CSBG network.

EVENTS

Webinar on Alternative Credit Reporting

Thursday, May 27, 2010 1:00 PM - 2:30 PM CDT

On May 27, 2010, the Shriver Center will host a free webinar on alternative credit reporting and its impact on low-income families. Panelists from the National Credit Reporting Association, the National Consumer Law Center, CEDA of Cook County, PERC, and CFED will discuss the reporting of alternative credit data, the type of data that is currently reported and to whom, and the impact of such reporting on low- and moderate-income families. [Learn more...](#)

RESOURCES

Podcast: Climate Change Legislation and Low-Income Households

Center on Budget and Policy Priorities

In this podcast we will discuss how the new climate change legislation will affect low-income households. Michelle Bazie is joined by the Center's Chief Economist, Chad Stone. [Learn more...](#)


PUBLICATIONS

Analyzing the Impact of Highway Tolls on Low-Income Persons: An Application to the Puget Sound Region of Washington State

Robert D. Plotnick, Jennifer Romich, Jennifer Thacker, and Matthew Dunbar

Tolls are an increasingly popular policy tool for achieving functionality, affordability and environmental responsiveness in urban transportation systems. Alongside their benefits, tolls' impacts on equity require scrutiny. Prior studies of road users find that tolls are regressively distributed, costing low-income households a higher percentage of their income than wealthier households. Using data from the Puget Sound metropolitan region in Washington State, we advance the literature by 1.) using Geographic Information Systems methods to map commuting routes, and then 2.) simulating the effects of possible toll regimes on different universes of households, including those who use tolled facilities as well as those who do not. By omitting the many low-income households without workers or who commute using public transportation or untolled routes, prior studies overstate tolls' regressivity. We find that tolls are regressive but the degree of regressivity is sensitive to the set of households included in the analysis. [Learn more...](#)

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